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[1138]

Hongkong Daily Press.

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[779]

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SHEWAN, TOMES & Co.,
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Hongkong, 9th June, 1914. [805]

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Hongkong, 24th April, 1914. [614]

SIEN TING.

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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1914. [1160]

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BY popular—English Manufacturers. In
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ITES and **AIR GUNS** in Variety.

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Hongkong 16th April 1914. [559]

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Photographic Goods of Every Description
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Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

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Hongkong, 18th April, 1914. [585]

PEAK TRAMWAY COMPANY.

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 " to 10.00 " " " " "

10.00 " to 11.00 " " " " "

11.30 " to 12.45 p.m. " " " "

12.45 p.m. to 1.15 " " " "

1.15 " to 1.45 " " " " "

1.45 " to 2.15 " " " " "

2.15 " to 3.00 " " " " "

3.00 " to 3.10 " " " " "

NIGHT CARS.

6.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.

Every Half Hour.

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Every Quarter Hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m. Every 15 minutes.

10.30 " to 11.00 " " " " "

11.30 " to 12.00 noon " " " "

12.00 noon to 1.00 p.m. " " " "

1.00 p.m. to 5.00 " " " " "

5.00 " to 6.00 " " " " "

6.00 " to 7.00 " " " " "

7.00 " to 8.10 " " " " "

NIGHT CARS as on Week Days.

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Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [502]

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST
AND EUROPE, VIA DAIREN.

TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped
Dining, and First and Second Class Sleeping Cars, is operated between Dairen and
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Direct Mail Steamer Service by the S.S. **SAKAKI MARU** and **KOBE MARU** (each Equipped
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NORTH BOUND.				SOUTH BOUND.			
Connecting at Harbin with	Wagon Rate Per Ton	Passenger Rate Per Ton	Mail Rate Per Ton	Connecting at Harbin with	Wagon Rate Per Ton	Passenger Rate Per Ton	Mail Rate Per Ton
Shanghai (S.M.R. Service)	4.00	1.00	1.00	Changchun (S.M.R. Service)	4.00	1.00	1.00
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Mukden (S.M.R. Service)	4.00	1.00	1.00	Dairen (S.M.R. Service)	4.00	1.00	1.00
Changchun (S.M.R. Service)	4.00	1.00	1.00	Shanghai (S.M.R. Service)	4.00	1.00	1.00
Harbin (S.M.R. Service)	4.00	1.00	1.00	Harbin (S.M.R. Service)	4.00	1.00	1.00

• Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above does not include the Express Train North Fee.
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Thrice-Weekly Express Service between Changchun and Fusan without change, establishing
direct link between the Trans-Siberian Express Service and the Imperial Japanese Govern-
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whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct
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Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
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MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

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FOR QUANTITY.

WEISMANN'S

FOR PURITY.

WEISMANN'S

FOR QUALITY.

[629]

OREGON PINE.

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914. [728]

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1, and Watkins's.

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NO. 1 DOCK. Docking Length 515 ft. **NO. 2 DOCK.** Docking Length 376 ft. **NO. 3 DOCK.** Docking Length 451 ft.

Every description of repair work is undertaken. A large assortment of material
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lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
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99 buildings, principally of brick and steel, containing private bonded warehouses
and sugar consumption tax covered warehouses. Floor area 67,917 square yards, or 14 acres.
Every description of warehousing, Custom-house brokerage and insurance under-
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Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[822]

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Teak and Hardwood supplied Machine Sawn to any Dimensions.

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Philippine Hardwood Wharf Piles in lengths up to 50 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the
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Hongkong, 2nd May, 1914. [652]

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Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contrado Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's
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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1 ... 510 ft.	77 ft.	26 ft.
	No. 2 ... 350 ft.	53 ft.	24 ft.
	No. 3 ... 714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready
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	No. 1. 7,000 Tons.	No. 2. 12,000 Tons.
Lifting Power	400 Feet.	350 Feet.
Max. Length of Ship taken in	55 "	65 "
Max. Breadth " " " "	22 "	25 "
Max. Draft " " " "	22 "	25 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Sheerlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

[805]

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Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
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Best of Food and Service.
Hotel Launch Meets All Steamers.
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QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.

A FIRST-CLASS STRINGED ORCH-
ESTRA Banders Selections during
Tiffin and Dinner daily, and at
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ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been
thoroughly renovated, extensively
enlarged, and is now luxuriously furni-
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situated in the most central position,
Large and airy Rooms, Hot Cold, and
Shower Baths, Electric Light Throughout
and Fans. Large and Comfortable
Lounge, Private and Public Bars and
Billiard Rooms, COUSINE ENTIRELY
UNDER EUROPEAN SUPERVISION,
Sanitary Arrangements of the latest,
HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Tiffin
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1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and
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Comfort, Health and Convenience, Tele-
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Fifteen Minutes from Principal Land-
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Cuisine, Roof Garden and Social Rooms,
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P. O. FEUSTER,
Manager.

[1409]

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DINING ROOM facing the sea. Cuisine
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Tel. Add. "Phoenix," Macau. [943]

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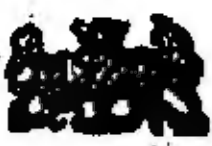
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[1000]

INTIMATIONS



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SEPTIC, Destroys disease germs
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PREVENTS GUM DISEASE
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Highly recommended by the
Medical Profession for the Bath
and Toilet. In three strengths:
20 per cent., 10 per cent. and
5 per cent.

A. S. WATSON & CO., LTD.,

CHEMISTS, DRUGGISTS AND
PERFUMERS.

BY APPOINTMENT TO HIS EXCELLENCY
THE GOVERNOR.

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BIRTH.

HOOPER.—On September 23rd, at Shanghai, to Mr. and Mrs. G. HOOPER, a daughter.

DEATHS.

HAY.—On September 20th, at Shanghai, THOMAS WALKER HAY, of the Shanghai Dock and Engineering Co., Ltd., aged 34 years.

SITES.—On September 21st, at Shanghai, ROBERT NATHAN SITES, aged six years, beloved second son of Mr. and Mrs. FRED R. SITES.

SHAW.—On September 24th, at Shanghai, RANDALL WALKER SHAW, in his 70th year.

O'SHEA.—On September 24th, at Peking, JOHN BAILEY O'SHEA, of Shanghai, aged 45 years.

HONGKONG OFFICE: 10A, DES VEAUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 29TH, 1914.

The population of Japan, reckoned last year as close upon 53,000,000, including Japanese resident abroad, is steadily increasing, and consequently the subject of emigration is forcing itself every year more insistently upon public attention in that country. Japanese publicists who have devoted their attention to this subject view the increase of the population with some alarm because of the inability of the country to maintain even the present population upon its own resources. "The demand for rice, which is the staple food of the people," says the President of the Tokyo Chamber of Commerce, "is greater than the supply, and we are compelled to rely more and more on foreign countries for our food supply. If this continues the future of the country will be far from bright." We notice that an association has recently been formed in Japan, with Count OKUMA, Prime Minister, as President, for the purpose of encouraging emigration. Count OKUMA in an inaugural address emphasised the difficulty of finding employment for the increasing population and described emigration as one of the most effective factors in solving the difficult question of the social evolution of the nation on progressive lines. He further emphasised the importance of taking the greatest care that only those of good moral character and sound physique should

emigrate, "so that the danger of a collision with people of another race with whom they might come in contact would be minimised." It is clear from this what the Prime Minister had in mind. The hostility in white countries such as the United States, Canada, and Australia—three of the countries which most strongly appeal to the Oriental emigrant—shows no signs of abatement, and even in Mexico and Latin America the policy of excluding the "yellow men" is commanding an increasing measure of popular support. One of the objects of the new organisation in Japan is apparently to do what is possible to remove the feeling of antipathy to the Japanese immigrant which exists in foreign countries. That is a task which can only be accomplished by time and the exercise of infinite patience. A far more practical line of action was indicated at the meeting by Mr. MORODA, a former Cabinet Minister, who advocated the encouragement of immigration into the Japanese Colony of Formosa. What with Korea, Formosa and Southern Manchuria, Japan would seem for the present to have ample room available for her surplus population. Mr. MORODA, while saying that he did not deny the value and importance of emigration to South America, Mexico and North America, insisted that it was of greater importance to the country to encourage Japanese immigration into Formosa for the development of that Colony. This seems sound policy. Japan has done far less with Formosa than with Korea. Since it was annexed to Japan, Korea has attracted an increasing number of emigrants from Japan, partly no doubt on account of its close proximity, but more so because of the opportunities it offers under the new régime for lucrative employment. In five years the trade in merchandise at the open ports has doubled and the Japanese authorities are encouraging the development of the resources of the country in all directions in a manner which commands unstinted admiration. The same zeal for progress is shown in the leased territory of Kwantung, but it is not shown to the same extent in Formosa. These territories owe their present state of development to the industry and commercial sagacity of the Japanese settlers, encouraged and supported as they are to the fullest extent by Government, and as the potentialities of these territories are revealed and are made better known to the people of Japan through the instrumentality of such an organisation as that recently created under very influential auspices, it will doubtless be found that the over-population difficulties which are considered to be threatening Japan will be solved in a manner mutually satisfactory to the individual emigrant and to the nation.

There will be no Henli Regatta at Shanghai this year.

A cyclone or typhoon E. of Southern Formosa, moving W. or W.N.W. was reported by the Manila Observatory yesterday.

It has been reported to the police that a valuable gold finger-ring and \$140 in money have been stolen from No. 2, Breezy Terrace.

Lady de Sausmarez of Shanghai is organising a scheme among British women in Shanghai for the making of garments, etc., needed by troops in the war.

The total output of the Kaifu Mining Administration's mines for the week ending 12th September amounted to 43,085.55 tons, and the sales during the period to 44,128.70 tons.

During a scramble following a gambling raid at No. 10, Second Street, on Saturday night, a loking was attacked by a Chinese and received several cuts on the head. His alleged assailant was taken into custody.

Three Chinese children met with a terrible death while playing on the hillside above Star Street, in the Wanchai district. A huge boulder, loosened most probably by recent rains, rolled down upon them and crushed them to death. Their bodies were removed to the Mortuary.

The Fire Brigade were called out early yesterday to extinguish a fire which had broken out at a medicine shop in Cochrane Street. The building, a three-storey structure, was practically gutted, the damage on the ground floor alone being estimated at \$2,000. This was covered by insurance in the Man On Insurance Company. The first and second floors, which were occupied as family houses, were damaged by fire and water, and were not insured. The origin of the outbreak is not known.

Mr. Alfred Sze, China's Minister to Great Britain, left Peking on the 24th inst. en route for London.

The E. & A. steamer *St. Albans*, which arrived in the Harbour yesterday, made the run from Moji in the quick time of 3 days 21 hours.

The weekly return of communicable diseases shows that only one case of bubonic plague was reported during the week, the patient being a Chinese. There were also one case of diphtheria and one of enteric fever, both ending fatally.

According to a Peking correspondent President Yuan Shih-kai, wearing the new official garment and a diadem, was to conduct the first formal worship of Confucius at the Temple of Confucius in Peking yesterday. Accompanied by the Ministers of the Interior and Education, as well as by other high dignitaries, he will offer sacrifices to Heaven the day after the Winter Solstice, namely, November 7th. The President will review the troops on October 10th.

The Manager of a Chinese business, who resides at No. 1a, Elgin Street, third floor, has given the police a rather extraordinary story. He stated that in the early hours of yesterday a thief entered his concubine's cubicle, and while she was asleep, extracted from her fingers three gold rings, each set with a diamond, worth together \$1,900, and from her person a gold double-cased watch valued at \$80, a gold chain, valued at \$60, three pieces of jade stone of the value of \$30, and an American gold coin, worth \$15.

Two well-known residents of Shanghai died last week—Mr. R. W. Shaw and Mr. J. B. O'Shea. Mr. Shaw, who was in his 70th year, and had lived in Shanghai since the late sixties, was originally an engineer in the Shanghai Steam Navigation Co., but subsequently took up dairy-farming with great success. He will also be remembered for the keen interest he took in pony racing. Mr. O'Shea had been closely associated with journalism in North China for nearly a quarter of a century, latterly as editor of the *Shanghai Times*. He had been ill for some time past, and died at Peking on the 24th inst. at the age of 45.

We observe in some Amoy notes published in a Shanghai contemporary the statement that "foreign stores have risen to an awful price of late, not only in Amoy but in Hongkong and Shanghai, and it takes a poor man all his time to make both ends meet." If this statement is intended to mean that in consequence of the war the prices charged by foreign stores for the necessities of life have been increased to an "awful" extent, we can only say that there is no justification for this statement so far as Hongkong is concerned. On inquiry at Messrs. Lane, Crawford & Co.'s, we are informed that the increase in the price of imported grocery stores since the war began has not been more than 10 per cent. and for this the drop in exchange has been largely responsible. So far as local produce is concerned, prices in many instances are actually lower than before the outbreak of war.

AFFAIR IN A CHINESE EATING-HOUSE.

Three Chinese boatmen adjourned yesterday morning to a Chinese eating-house in Shanghai Street, Yaumati, for breakfast. A shop foki took hold of a kettle filled with boiling water and commenced to make tea for the customers, but he handled the kettle very awkwardly apparently, and spilled some of the hot water over the boatmen. They not unnaturally became exasperated, made a few forcible remarks on his clumsiness, and advised him to hold the kettle lower. The shop foki felt somewhat nettled also, and rejecting the advice of the boatmen, held the kettle still higher up, with the result that more hot water descended on the hungry, and by that time, very much incensed customers. They jumped up, and there was a row. Another shop foki, who was raking the furnace with a very long poker, became alarmed, and hit one of the boatmen a severe blow on the head with his nearly red-hot poker. He attempted to get in another blow, but the boatman guarded himself with his hand, which was burnt. The two shop fokis appeared at the Magistracy yesterday, charged with assaulting the boatmen. One was sent to gaol for six weeks, with hard labour, and the other was bound over in the sum of \$100.

FIRE FLOAT EXHIBITION.

At the request of the Government of Macao, the Hongkong Fire Brigade gave an exhibition of the powers of the No. 1 Fire-float at Yaumati yesterday. The Macao authorities purpose bringing their fire-fighting machinery more up to date, and contemplate purchasing a fire-float similar to those owned by the Hongkong Fire Brigade. The No. 1 float cost of approximately \$40,000, exclusive of equipment, and her two pumps combined can eject 2,700 gallons of water per minute.

The Commander of the *Patrol* (Commander Magalhães Correa) represented the Macao authorities, and there were also on board the Captain-Superintendent of Police (Hon. Mr. McL. Messer) and the Deputy-Superintendent of the Fire Brigade (Chief Inspector Goudray). The Engineer to the Fire Brigade (Major MacDonald) and Station Officer Lane were in charge, and the exhibition was in every way satisfactory.

SUPREME COURT.

Monday, September 28th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE, MR. H. H. J. GOMPERTZ.

SUMMARY COURT JUDGMENT REVERSED.

His Lordship delivered judgment on an appeal from a decision given by the Puisse Judge, Mr. F. A. Hazeland. The plaintiffs in the original action, the Holland and China Trading Company, sued Chin Tin Cho, a broker of 205, Queen's Road Central, claiming the sum of \$973.55 from defendant as endorser of a promissory note for the sum of £91, dated November 13th, 1913, and payable on January 11th and signed by defendant at the agreed rate of exchange of 1/11.1/16d., which note was dishonoured by the drawers. Plaintiffs also claimed interest on the principal amount at the rate of 8 per cent.

The Puisse Judge in his judgment, held that defendant, by endorsing the note, made himself liable as endorser for the whole amount.

Mr. Eldon Potter (instructed by Mr. C. F. Mason, of Messrs. D'Almeida & Mason, represented appellants; and Mr. E. H. Sharp, K.C. (instructed by Mr. Dixon, of Messrs. Wilkinson & Grist) was for the respondents.

The Chief Justice, in the course of his judgment, said the facts, shortly, were that plaintiff-respondents, the Holland and China Trading Co., having had certain transactions with the Li Hing firm, were offered a promissory note of £91 sterling in payment. As they were unwilling to give credit to the Li Hing alone, the defendant, and present appellant, at the request of plaintiffs' comrade, put his name on the promissory note. The plaintiffs' claim was against the firm on the promissory note as endorsers. The note ran as follows: "I, the undersigned Li Hing, promise to pay on 11th January, 1914, to the order of the Holland and China Trading Company, the sum of £91 only for goods received. Hongkong, 20th November, 1913." The note had never been endorsed by the plaintiffs. After quoting authorities his Lordship said a person signing a bill otherwise than as a drawer or acceptor, incurred liabilities as an endorser and a holder in due course. Unless the signature was clearly given in some other capacity the presumption was that it was an endorsement, but here there was positive evidence from the comrade of the plaintiff firm, who said that he would not take the promissory note without the endorsement which defendant gave. Again, the plaintiff was holder in due course. His Lordship thought that the instrument, until endorsed, was not complete and regular, and that there was no negotiation of the note so as to make liable a stranger who had signed it as endorser. On this ground, which was never taken in the court below, and was not before the learned Puisse Judge, he thought that the decision given below was wrong, and that the appeal must be allowed, with costs in both courts.

IN SUMMARY JURISDICTION.

BEFORE THE PUISSE JUDGE, MR. F. A. HAZELAND.

A HOME IN DISORDER.

The hearing was resumed on an amended writ of an action, postponed since May last, in which, six Chinese engineers employed by the Taikoo Dockyard and residing together in a mess at Saiwanho, sued the Kwong-Hing firm, of Saiwanho, storekeepers, for the return of certain household furniture and wearing apparel taken away by the defendant and valued at \$192.43. Plaintiffs also claimed damages for the detention of the goods not exceeding \$807.57, the limit of the jurisdiction of the Court, or in the alternative \$1,000 damages for conversion of the goods, including their value.

Mr. W. E. Hind (Mr. G. K. Hall Brutton's agent), appeared for the plaintiffs, Mr. Eldon Potter, instructed by Mr. Holmes, was for the defendants. Plaintiffs case, as outlined at the previous hearing, was that they owed the defendant firm a small amount for provisions, and that while they were in the country worshipping at tombs, defendants went to their mess and seized the furniture, and afterwards sold some of it. When they returned from the country they found their mess closed, their servant having been turned out.

The hearing was adjourned.

ORGAN RECITAL.

Following is the programme of organ recital to be given by Mr. George Grimbale at St. John's Cathedral to-night:—

PART I.

1. Grand Offertoire, No. 3... *Lefebure Welg.*
2. Anthem, "I waited for the Lord"..... *Mendelssohn*
3. Solists: Mrs. GOLDENBETH and Master T. MARTIN.
3. Andante in G. Major ("The Pilgrims' Song of Hope")..... *Edvard Baliste.*
4. Tenor Recit, "And his Companions."..... *Bass Arin, "O God, have mercy." (From St. Paul)..... Mendelssohn.*
- Tenor: Mr. R. BROWN. Bass: Mr. A. J. ENGLAND.
- Hymn No. 376.

PART II.

1. Andante in F. (For the Diapasons)..... *Henry Smart.*
2. Soprano Arin, "Come unto Him" (From "The Messiah")..... *Händel*
- Miss L. WHITE.
3. (a) "The Angels' Serenade"..... *Braga.*
- (b) "Angels' Lullaby"..... *G. Grimbale.*
4. Anthem, "There is a green hill far away"..... *Gounod.*
- Solists: Mrs. FRANCIS CLARK.
5. "Cujus Animus" (From "Stabat Mater")..... *Robini.*

THE WAR.

[THROUGH REUTERS AGENCY.]

THE GREAT BATTLE.

UNSUCCESSFUL ATTEMPT TO BREAK THE ALLIES' LINE.

THE INCESSANT ATTACKS OF EXTRAORDINARY VIOLENCE DAY AND NIGHT.

London, September 27th.
5.15 p.m.

A communiqué issued in Paris this afternoon says:—

Our Left is making perceptible progress.

The enemy made extremely violent attacks between the Oise and the Somme, and there were some bayonet charges, but all were repulsed.

The enemy made a successful attack near Saint Menchould, but at the end of the day the French regained the lost ground. There is no activity from Argonne to the Meuse, nor in Lorraine or the Vosges.

In many places the French and German trenches are only a hundred metres apart.

The Prussian Guard in the Centre, from Rheims to Souain, unsuccessfully attacked. They were hurled back.

LONDON, September 28th.
2.40 a.m.

A communiqué issued in Paris by the Ministry for War at 11 o'clock in the evening says: From the night of the 26th inst. till the 27th the Germans along the whole front incessantly attacked with extraordinary violence day and night, evidently trying to break the Allies' lines, acting with a uniformity denoting instructions from the High Commander to find a solution to the battle. Not only have they not succeeded, but we took a flag, some cannon, and numerous prisoners.

The morale of the troops, despite the fatigue caused by the uninterrupted struggle, is excellent. The commanders even have difficulty in restraining the men's desire to come to grips with the enemy, sheltered in defensive positions.

[FROM THE FRENCH GOVERNMENT, VIA PEKING.]

September 27th.
9.05 p.m.

On the 25th an extremely violent battle took place between the River Somme and the River Oise. In the evening the French were in occupation of a front extending from Dompierre, south of Peronne to Ribecourt; and the Germans were defensively organised at Noyon.

The French progressed slightly between the Oise and Soissons.

Between Soissons and Rheims there has been no important change.

The French occupy Berry-au-Bac.

There has been no change between Rheims and Verdun.

In Woivre, the Germans crossed the Meuse in the region of St. Mihiel, but the French, taking the offensive, drove them back for the most part to the other side of the river. In the South of the Woivre region, the French offensive was successful everywhere. The Germans, who sustained heavy loss, had to march back.

In Lorraine and the Vosges, German detachments were repulsed and retired on Blamont after sustaining heavy losses. They evacuated Badonvillers, and were driven out of Lesseux.

THE GERMAN EXCUSE FOR THE DESTRUCTION OF RHEIMS CATHEDRAL.

It is untrue that there was a French observation post on top of Rheims Cathedral, and that this was the cause for its bombardment. The bombardment began, without any reason, on September 16th at 3 p.m.

[THROUGH REUTERS AGENCY.]

BRITISH OFFICIAL REPORT.

London, September 27th.
10.25 p.m.

The Official Press Bureau announces that the situation is satisfactory. Counter-attacks on the British front were beaten back with heavy losses to the enemy.

GERMAN AVIATOR DROPS BOMBS INTO PARIS.

LONDON, September 27th.
5.10 p.m.

A message from Paris states that a German aviator dropped two bombs which hit a hotel. A solicitor was killed and a girl wounded.

JAPANESE COMMENCE ATTACK ON TSINGTAU.

LONDON, September 27th.
5.45 p.m.

An official message from Tokio states that the land attack, which was started on the outskirts of Tsingtau yesterday, continues. The Japanese casualties up to the present are 312.

[THROUGH REUTER'S AGENCY.]

THE RUSSIAN ADVANCE.

PURSUING THE AUSTRIANS INTO HUNGARY.

London, September 27th.
8.10 p.m.

An official message from Petrograd states that the Russians compelled the Germans to retreat to Duskeniki.

The enemy has started an artillery duel with the fortress at Ossoweitz.

The Russians have occupied Domriza.

A large column of Austrians are retiring from Przemyśl, leaving in trains and motor-cars.

The Russians have been successful in the Carpathians in taking guns and prisoners.

The Russians are pursuing the Austrians into Hungary.

ANOTHER SUCCESSFUL BELGIAN SORTIE.

London, September 28th.
2.45 a.m.

A message from Ostend says that the Belgians made a sortie from Antwerp on Saturday in the direction of Erpe. They drove back a strong force of Germans after a sharp fight, and occupied Alost.

ANOTHER GERMAN OUTRAGE?

London, September 28th.
2.45 a.m.

It is reported that Mons is afire.

VALUE OF GERMANY'S COLONIES.

TRADE WORTH £22,000,000.

BRITAIN'S CHANCE IN THE PACIFIC.

The future of Germany's colonial possessions, which now lie at the mercy of the Allies and have in several cases already experienced the disadvantages of their helpless position, will provide an interesting problem for settlement when their present owners have been thoroughly beaten in the European field of conflict. It may be assumed that when that day comes the German flag will have ceased to fly over every portion of the German Overseas Empire, which, in Africa at any rate, makes quite an imposing show on the map with its 1,128,640 square miles of territory and 13,000,000 inhabitants, mostly of negro or negroid race.

The leased territory of Kiaochow, which will probably be restored to China through the agency of Japan, is not a "colony," strictly speaking, being governed by a naval officer responsible to the German naval department. It has, however, the distinction of possessing a larger import and export trade than any other German colonial possession. The figures for 1911 being—Imports, \$5,023,000; exports, \$3,332,000. This is readily understandable in view of the fact that it is an integral portion of China. Its garrison of 3,125 German marines will not be able to defend it for many days against the Japanese attack.

Although the trade between Germany and her overseas possessions amounted to £5,510,000 in 1912 (imports by Germany £2,645,000, exports from Germany £2,865,000), this was counter-balanced by the payment of subsidies amounting to nearly five and a half millions to make up the deficits in the colonial revenues. In the case of German East Africa and German South-West Africa these subsidies amount to £2,088,000 and £2,363,000 respectively in the latest estimates. But the trade of these countries is showing signs of expansion, and there can be little doubt but that under British rule all would soon pay their way.

The total trade of the German colonies amounts to about £28,000,000 per annum, imports exceeding exports by approximately £5,000,000. German South-West Africa is the only territory in which the balance of trade is in favour of the colony, this being due to the pastoral and mineral wealth of the country. German South-West Africa alone contains about 15,000 Europeans (of a total of 25,000 in the German colonies), over 12,000 being Germans, of whom 3,000 are imperial troops and police.

ALL BRITISH, CAPE TO CAIRO.
The German colonies have a railway mileage of about 3,000, nearly half of which is in South-West Africa. The most important railway in the German colonies, however, is the line, completed in the early part of this year, which connects Dar es Salaam on the Indian Ocean, with Kigoma, on Lake Tanganyika, 743 miles distant. This line, which parallels the British Uganda Railway, will soon form part of an east and west transcontinental line from Dar es Salaam to Lobito Bay, in Portuguese Angola, traversing a part of the Belgian Congo en route.

Although the British Empire did not enter the present conflict with any idea of territorial aggrandisement, the German colonies must be occupied as soon as possible, so that their ports will not be available as bases from which stray German cruisers may harass our shipping. They will also be of use at the termination of the war as counters in the peace settlement. But if, with the possible exceptions of Kiaochow and the Pacific possessions, they are eventually restored, the opportunity must not be allowed to pass of rounding off British South Africa by retaining the "pan-handle" of German South-West Africa, which forms such an unnatural projection into Rhodesia, and by securing a strip of territory between Northern Rhodesia and British East Africa to enable a Cape to Cairo railway to be built without passing through foreign territory.

WAR NEWS.

THE OPERATIONS AT TSINGTAO.

PEKING, September 22nd.
The report that the South Wales Borderers from Tientsin will take part in the operations against Tsingtao under Japanese command is confirmed.

OFF TO THE WAR.

Mr. H. G. C. Perry-Ayscough, of the Chinese Postal Service, Foochow, to rejoin his regiment, the Inniskilling Fusiliers.

Mr. E. C. Creasy, Second Assistant Superintendent attached to the Sikh branch of the Shanghai Municipal Police, has resigned and returns to England to rejoin the Royal Artillery Reserve at Newcastle.

SHANGHAI BRITISHERS LEAVING FOR SERVICE.

A party of British subjects are to leave for home this week to offer their services to the War Office. According to the latest available information they will travel home by the French mail steamer *Polynésie*. This step has been taken by the men of the party, it is understood, not because of any objections to the scheme which is now being prepared in Shanghai but because they are anxious to reach home at the earliest possible date and they are all willing to take on whatever work the authorities at home may deem them best qualified for. All of the party are hard riders and in the best of condition while the majority are capable of rendering service in other departments. Their departure will, of course, cause no alteration in the scheme which is being developed for the raising of a corps of 250 men from the Far East and which scheme is steadily progressing towards fruition. Should the present arrangements of the party intending to leave on Friday materialise the men will carry the best wishes of the Allied community whether they be stationed at home or have the good fortune to be sent to the front—*Shanghai Mercury*.

H. A. L. "SUI-MOW" CAPTURED BY JAPANESE DESTROYER.

The destroyer *Hatsuhara* captured the Hamburg-America *Sui-Mow* in the Kii Channel and took her into Kobe on the morning of the 15th inst. The vessel was carrying 1,500 tons of coal.

The naval authorities are reported to have said that the German steamer arrived at Shanghai from Hongkong on the 4th ult. with a general cargo and left three days later, ostensibly for Kobe, but had not been reported until her capture.

It is stated that the *H. A. L. Sui-Mow*, was sighted at two o'clock in the morning by the destroyer *Hatsuhara* and immediately ordered to stop. Officers of the destroyer went on board the steamer and questioned the officers, but as the latter could not speak English, or would not, little information was obtained.

According to the Captain's statement the *Sui-Mow* left Shanghai on the 7th ult. but encountered a storm and had been adrift near the Bonin Islands. She had 1,500 tons of coal on board and no other cargo. The Captain was requested to produce charts, bills of lading, etc., but he declared that they had all been lost during the storm. It is supposed that the steamer left Shanghai to supply coal to the German cruisers in the Pacific but failed to do so. A Japanese account adds that she made her way into Japanese waters so as to be ready for capture!

The *Sui-Mow* is a twin-screw steamer of 1,357 tons gross register and was built in 1907.

ZEPPELIN BOMB-THROWING

HOW IT IS DONE.

LONDON, August 27th.
The method used by Zeppelin airships in dropping bombs has been described as follows by an English refugee, who has just arrived here from Belgium.

The dirigible hovers over its objective at a sufficient altitude to keep it out of range of the enemy's guns. At the same time it lowers a steel cage attached to a steel wire rope 2,000 or 3,000 feet long. This cage is divided into compartments and it carries one man, whose duty it is to throw down the bombs. The cage is sufficiently strong for rifle fire against it to be ineffective and because of its small size and the fact that it is kept constantly in motion it is very difficult for heavy guns to hit it.

Refugees from the scene of the fighting around Mons report that airmen took a prominent part in directing the German artillery, says *The Times* correspondent in Paris. Aeroplanes hovered over the British position and their pilots signalled the German batteries by means of a disc swung at the end of a line.

MENDACIOUS GERMAN REPORTS.

The *N. C. Daily News* publishes the following cablegram, from London dated September 22nd:—

The Germans are attributing to Chinese sources the wildest and most absurd fictions. Their special Attaché at Stockholm quotes the German Legation at Peking as having stated that the Japanese Government has officially informed China that a revolution has broken out in India, that Great Britain has asked Japan to send troops there, and that Japan has consented in return for a loan of \$200,000,000 a free hand in China and the unrestricted entry of Japanese into Great Britain's Pacific colonies.

Even Swedish papers question such obvious and impudent mendacity. It shows the worthlessness of all German news, which even Germans no longer believe.

"THE NEXT LIE."

PEKING, September 22nd.
The following official telegram from the Foreign Office has been handed to Reuter's Agency at Peking.

LONDON, September 18th.
The British Admiralty announces that the Germans have already sunk H.M.S. *Warrior* three times since the beginning of the war. It is suggested that another vessel should be selected for the next lie.

GERMAN REPORTS CAUSE UNCONSCIOUS AMUSEMENT.

The following letter, signed K.N., appeared in the *N. C. Daily News*:—

A great number of the readers of your esteemed paper wonder at the publicity given, under the heading "German Reports," to the wilfully erroneous news about the war, especially about the operations in the western parts of the field.

The reason for this publicity might be granted as a desire of equity and impartiality. Indeed the only or almost only telegrams that can reach China are official "communiqués" from the British and French Governments, are forwarded by the Official Press Bureau, through the Reuter and Havas Agencies, or, when sent from private sources are equally submitted to a strict censor, and therefore might be suspected of exaggeration and optimism.

It is well to remark that if the sources of news above mentioned are sometimes very discreet, for reasons easy to understand, and do not tell everything, at least everything they tell is true and must be true. By comparing British and French papers in Europe, we find that those papers give the same information that is telegraphed to us and is given by the Governments through special bulletins to their armies in the field. It would be impossible to provide officers and soldiers with false news, as the latter know all about it and this would have the worst consequence on their mind, a consequence just the contrary to the object of the issuing of bulletins.

Some might say, as in Stendhal's description of the battle of Waterloo, that, with the exception of the Chief Commanders of the troops, nobody knows what is going on on an extended line of fighting: the answer is that officers and men are aware of the truth for the places where they are fighting; and, as the bulletins mention particulars of what is going on on all the front, wilful errors about parts of this front could not pass and would not be admitted by free and liberal-thinking people such as British and French readers.

The Editor of our contemporary adds the following comment:—"At the beginning of the war we published the German reports for the sake of impartiality. Now there is the additional reason of the unconscious amusement they afford."

A SOUTH AFRICAN INCIDENT.

COMMANDER STERNLY REBUKED.

PEKING, September 23rd.

The following official telegram dated September 22nd, from the Foreign Office has been handed to Reuter's Agent in Peking:—

General J. C. Smuts, Minister of Defence of the Union of South Africa, in accepting the resignation of ex-General Beyers of the post of Commander of the Union Defence Forces, makes the following observations on the criticisms made by the latter respecting the policy of the Union Government:—

Your bitter attack on Great Britain is not only entirely baseless but is the most unjustifiable coming as it does in the midst of a great war from the Commander General of one of the British Dominions. You forget to mention that since the South African War the British people gave South Africa her entire freedom under a constitution which makes it possible for us to realize our national ideals along our own lines and which, for instance, allows you to write with impunity a letter for which you would without doubt be liable in the German Empire to the extreme penalty. Neither the British Empire nor South Africa was the aggressor in this struggle. So far as we ourselves are concerned our coast is threatened, our mail boats are arrested and our borders are invaded by the enemy. My conviction is that the people of South Africa will in these dark days, when the Government as well as the people of South Africa are put to the supreme test, have a clearer conception of duty and honour than is to be deduced from your letter and action. Your resignation is accepted.—Smuts.

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ENGLISH GIRLS IN THE BATTLE AREA.

Four English girls who were spending their holidays at Aywaille, a Belgian village near Vise, when war broke out, returned to England, after a thrilling experience.

"We came down to breakfast one morning," said one of them, "to be told that Germany had declared war on Belgium, that the German army was advancing on us, even that they were even now entering Aywaille, which was in a state of siege, and nobody might enter or leave the town. Everywhere there was confusion and panic.

"Communication with the outside world was cut off. The railway station was closed and strongly guarded, and we could obtain no information at the post office. The day was one of the greatest anxiety for us, and we determined that next morning we would set out on foot in an attempt to reach Liège. On rising on the following morning we could see a troop of German soldiers entering the village. We could get no porters, and, knowing no word of French, we dared not take the journey alone. Eventually, the cook from our hotel decided to come with us, and, abandoning our luggage, we set off for Liège. There were no means of conveyance and we were determined to attempt the walk of thirty miles, across country, not knowing then that Liège was the centre of Germany's attack.

The direct road was barred by the military, but we went by side routes and mined some men who were apparently in the same plight as ourselves. Hour after hour we stumbled along. Here the ground was a network of wires through which we could only creep; there we had to be lifted bodily over fallen trees. All the roads were barricaded, and whenever we reached a main road we were stopped by the soldiers.

"We began to suspect our companions, who would give us no information as to where they were taking us. We asked for the British Consul's address in Liège, and they refused to give us any definite information.

"We implored one of our companions to write down the address of the British Consul, which he did, and later we found that the address was a fictitious one. We toiled wearily into Vise, and at last found a Belgian officer, who directed us to the Consulate.

"Eventually we reached the station, and were fortunate to get a train to Liège, only to find the city in a state of siege. After many tedious delays we reached Brussels and Ostend, and took boat for England."

"OCEANIC" CHASED BY GERMAN MEN-OF-WAR.

A member of the Central News' New York staff, Mr. A. J. Rorke, who was called home to take up war duties, describes an exciting race for home by the White Star Liner, *Oceanic*, on which he was a passenger. The journalist's account of the chase is as follows:—

After an ocean race reminiscent of the day when the English clipper raced across the seas to feed England during the Napoleonic wars, the White Star Liner *Oceanic*, with \$15,000,000 in gold and over a ton of silver bars, has dropped anchor in Southampton Water.

We left New York last Saturday morning. In the saloon there were American millionaires coming to Europe for pleasure, Austrian, German and English Navy and Army officers homeward bound in answer to the calls of their Fatherlands, and English and American newspaper men rushing to the firing line. In the stateroom there was practically a regiment of Serbian infantry and Irishmen, who, when they sailed, thought they were going home to fight for "an Ireland once again," but who, when they heard war had been declared, wanted to get about the Serbian regiment on general principles. "We are all going to enlist," they told me, "as soon as we get ashore."

On Wednesday morning the ship's Marconi bulletin told of Britain's ultimatum to Germany and the same morning, a little later, the news spread through the ship that war had been declared. The first insight we got as to what the war meant was on Wednesday night, when to our astonishment, the upper decks were all convulsed in the portholes shattered, and the deck lights extinguished. At the same time a notice to the effect that, as a precautionary measure, the ship would steam without lights during the hours of darkness, and passengers would aid by extinguishing the lights in their state-rooms as soon as possible was posted. We all began to think. The day before we had sailed, the *Invincible* had brought in a report that the German cruiser *Derfflinger* from Vera Cruz, was lying outside waiting for British ships to clear from the port of New York, and although Captain Smith never gave the slightest intimation to his passengers that he was running from a German man-of-war, there seems to be no doubt that the *Oceanic* was pursued in mid-Atlantic by German men-of-war.

And so the *Oceanic*, almost twenty years old, tried to do some of her old-time two-year-old stuff. She ran away from any German ship that may have been around to the tune of something like 21 knots an hour. Thus we raced for over two days and two nights. We were all thirsting for news, but the Captain, evidently in order to spare the feelings of the foreign element on the ship, exercised a strict censorship over the Marconi news despatches.

We had one thrill, however. That was when we heard that the Prime Minister had asked for a hundred million sterling, and had practically got it amid cheers. An American said to me, "This is some poker game. Germany wanted to go in and play a dollar limit, but England now says, nothing doing; don't let us be pikers; make it a ten-dollar limit and come right in. The water's fire."

On Thursday, after lunch we all of us got a very special and distinctive thrill. We saw smoke on the horizon, and powerful glasses showed us men-of-war. Were they German or British? We could not tell. The Germans gathered together and had practically made up their minds that they were the ships they hoped to see. Then we waited anxiously, watching the signal lines of our own ship. After ten minutes of doubt, up the line went a string of flags fluttering out greetings to the men-of-war that had now come reasonably near, and those signals were quickly answered by one of the cruisers, which, we then recognized, was flying the flag of an English Rear-Admiral. They came nearer and nearer, talked to us for some time with the bunting and the semaphore, gave us instructions as to our course, and paced on along the trade route of Atlantic."

WAR ITEMS.

A German Boy Scout arriving from Aix-la-Chapelle crossed the frontier and solicited assistance from the Belgian Red Cross on the ground that he had been seriously shaken, and suffered internal injuries. His vague, evasive answers to plain questions arousing suspicion, the authorities had him searched, and found complete plans of the fortresses of Maestricht on him.

In practically all the London markets there is a return to normal conditions. Luxuries at the outset of the war dropped in price, while the necessities of life in some cases went up with a leap. The level has now been substantially restored.

There are 300 or 400 German prisoners in Olympia, and this is how London regards the amazing fact. "For all you can see there might be no state of war, no detentions, no concentration camp at all. Three or four loaders and a small boy loiter outside the turnstiles and peer through the glass doors for the joy of beholding vast empty spaces within. There is not so much as one policeman on guard. At the back door you find yet less evidence of alarm. Not even a small boy waits there. The gates are closed. Never surely did a nation at war gather a camp of its potential enemies with less alarm."

Canada's artillery force will, it is declared by military experts, compare very favourably, both in equipment and efficiency with British or French artillery. The guns are all modern, and the equipment is of recent purchase. The 18-pounders have a range of from two to three miles, while the 60-pounders will carry seven miles. Canadian ammunition, which is of the same standard as the British ammunition, will be used.

PRINCE OF WALES' FUND.

HONGKONG CONTRIBUTION.

From Mr. R. D. Harvey we have received the following statement:—
Monthly Subscribers Amounting to 26th inst. Monthly.
Hongkong, 154, \$948.24
Swatow, 24, 175.00
Amoy, 7, 60.00
Kongmoon, 4, 24.00

190 \$1,242.24
26 Hongkong Donations, 1,048.00
4 Swatow Donations, 175.00
1 Amoy Donation, 10.00
\$2,475.24

CORRESPONDENCE.

THE OVERSEAS CLUB.

[TO THE EDITOR OF THE HONGKONG "DAILY PRESS".]

SIR,—The letter relating to the Overseas Club, which you republished in your columns of to-day's date, I agree with your contributor that the critic has been a little hard on the people of Hongkong, as everyone who was able to come forward did so to a man when they were called upon just recently. I think before "Hard on Hongkong" rushed into print in the local papers, I think he would have received sufficient support from the members of the Overseas Club who reside in Hongkong. About a year ago a Mr. Marsh, late of the Royal Naval Yard, advertised in the local Press calling a meeting in the Seamen's Institute, to which only five members responded. If "Hard on Hongkong" or any other member of the Overseas Club desires to call a meeting for the purpose of forming a branch of the Club in Hongkong, they should send their name and address to "Patriotic," care of the *Daily Press* Office, when a meeting will be called to form a Committee for the purpose of making the necessary arrangements for the formation of the Club.—Thanking you, Sir, I am,

Yours faithfully,
PATRIOTIC.

INTIMATIONS

ECZEMA SPREAD FROM HEAD TO FOOT

On Little Boy Six Months Old. Had to Be Wrapped in Bandages. Head Terrible Slight. Assembled to Take Him Out. Cuticura Soap and Ointment Completely Healed Him.

16, Leonard St., Warrington, Lancs. "When my little boy was six months old he had a very bad attack of eczema which spread all over his body from head to foot. He looked such a sight, for he had to be wrapped up in bandages to the knees and to his neck. The nurse came like plumes which used to burst and sometimes the pain was so great that it sent him into convulsions. His head was such a terrible sight that I was ashamed to take him out."



"This lasted for about two years. I was told he would never get better as his eczema had gotten a complete hold on his system. I then saw the Cuticura Soap and Ointment advertised and I gave them a trial. After six dressings with the Cuticura Soap and Ointment I saw an improvement so I persevered with them. Before I had used the second box of Cuticura Ointment with the Cuticura Soap he was completely cured and he has never had any sign of eczema since." (Signed) Alfred Oliver, Jun. 21, 1914.

Samples Free by Post

Cuticura Soap and Cuticura Ointment are sold throughout the world. A single set is often sufficient when all else fails. Sample of each with 35-p. Skin Book free from nearest depot. Address: F. Newbery & Son, 27, Charterhouse St., London, or Foster Drug & Chem. Corp., Boston, U. S. A.

[36-10]

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR

FALCON LAGER BEER

BOTTLED BY

MESSRS. VAN Vollenhoven & Co., AMSTERDAM.

The ONLY GENUINE CHEAP LAGER BEER on the Market.

NEW ADVERTISEMENTS

NOTICE.

ANY MEMBERS of the OVER-SEAS CLUB wishing to form a Branch in Hongkong are requested to send their names and addresses to—

Care of "Daily Press" Office.
Hongkong, 29th September, 1914. [1195]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that SCRIPT CERTIFICATES for 13 Shares issued as under—

11th March, 1899. 1729/9.
27th May, 1890. 1735/9. 2356/1.
27th June, 1896. 17719/21. 10134. 21937/8.
in the name of JOAO A DA LUZ (deceased), of Hongkong, have been LOST, and should the same not be produced before the 13th October, New Scrip Certificates will be issued in favour of the said JOAO A DA LUZ (deceased), and no transaction taking place under the Scrip Certificates issued on the above mentioned dates will be recognized by the Company.

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 28th September, 1914. [1197]

THE GULAKILUMPONG RUBBER ESTATES, LIMITED.

NOTIFICATION.

THE following Telegram, dated 10th September, 1914, has been received at Shanghai from the London Secretaries of the Company:—

"Cancel instructions telegraphed 28th August."

The Notification published on the 10th inst., reading as under, is therefore Cancelled:—

"Pending instructions suspend all Transfers of shares in the Company, and all Transfers of German or Austrian Securities."

By order of the Local Board,
LIBERT & Co. Ltd.,
Shanghai Local Secretaries,
LOWE, BINGHAM & MATTHEWS,
Colonial Register,
Shanghai, 23rd September, 1914. [1193]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "MIDDLEHAM CASTLE" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Oct. will be subject to sale.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th Oct., or they will not be recognized.

All broken, unseal, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Oct., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 28th September, 1914. [1195]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:—
Far Eastern News.
Leading Articles:—
Prisoners of War.

The Future of Hankow.
An Opportunity for British Engineers.

Germany's Economic Position.
British Trade in China.

Random Reflections.
Hongkong.

Correspondence:—
British Trade in China.

Act of Remarkable Bravery.
Telegrams.

European's Suicide.
Memorial Tablet to the Late Miss Eyre.

Shanghai International Swimming Club.
Sanitary Board.

Damaging Gale at Weihaiwei.
Health of Hongkong.

Supreme Court.
Royal Hongkong Golf Club.

The Prize Court.
Theft of Flower Vases.

Scene at the Naval Yard.
The Dog and his Muzzle.

New Fire Engine for Macao.
Notes from Peking.

The French Convention.
The Hon. Mr. J. S. Bucknill, K.C.

Company Meeting.
The Douglas Steamship Co., Ltd.

Proud of a Dist. Hon.
Sir John Jellicoe.

Great Damage by Floods in Shantung.
Heavy Flood at Wollaston.

The Mitsui Bussan Kaisha.
Hongkong Tramway Co., Ltd.

Stranding of the "Haddon Hall."
President Yuan's Term of Office.

Former Tokyo Resident Killed in Battle.
Kang Yu-Wei's Property.

The Anonymous Anti-British Pamphlets.
Official Nights.

Interior Dividends of Rubber Companies.
Wreck of the "Benglee."

Arbitration Treaty Between China and America.
No Football this Season.

St. Joseph's College Scouts.
The Comet.

Seizure of Opium on a Sampan.
An Interfering Indian Constable.

American Graves in China.
Commercial Shipping.

Extra Copies 30 cents each, Cash.
Copies can be posted from this Office.

addresses sent; including postage 34 cents each.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 29th September, 1914.

INTIMATIONS

G. R.

MONITION TO SHOW CAUSE WHY SHIP AND GOODS SHALL NOT BE CONDEMNED.

IN THE SUPREME COURT OF HONGKONG IN PRIZE.

No. 8.

THE S.S. "PARLAT," ZOLLNER, MASTER.

GEORGE V., by the Grace of God of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India. To the Marshal of Our Supreme Court of Hongkong and to all singular his substitutes, Greeting:—
WHEREAS the ship "PARLAT," Zollner, Master, and the goods, wares and merchandise laden therein have been seized and taken as prize by Our Ship of War "YANMOUTH," Henry Lake Cochran, Commander, and taken to the port of Victoria, Hongkong, and a cause has been instituted on Our behalf by the Crown against the said ship, her tackle, apparel and furniture, and the goods, wares, and merchandise laden therein for the condemnation thereof as prize.

WE therefore command you that by affixing these presents upon the Notice Board at the Courts of Justice and by leaving affixed a true copy thereof you monish and cite all persons who have or claim to have any right, title or interest in the said ship, her tackle, apparel and furniture and the goods, wares and merchandise laden therein to enter an appearance in the Registry of Our said Court within 20 days after service of these presents and thereon to show cause why the said ship, her tackle, apparel and furniture and the said goods, wares and merchandise should not be pronounced to have belonged at the time of the capture and seizure thereof to Our enemies and as such or otherwise liable to confiscation and to be condemned as good and lawful prize.

WE further command you to warn by the means aforesaid all the said persons that if they do not enter an appearance as aforesaid the Judge of Our said Court will proceed to adjudication on the said capture and make such order therein as to him shall seem right.

GIVEN at Victoria, Hongkong, in Our said Court under the Seal thereof this 20th day of September, 1914.

(Signed) G. H. WAKEMAN,
Registrar.

This Monition was served by me, J. W. LEE-JONES, Assistant Marshal, by affixing the same and leaving a copy in its place as therein provided on SATURDAY, the 20th day of September, 1914.

(Signed) J. W. LEE-JONES,
Assistant Marshal.

This Monition is taken out by the Crown Solicitor on behalf of the Crown.

[1193]

G. R.

NOTICE.

IT IS HEREBY NOTIFIED that the OLD STAR FERRY WHARF, KOWLOON, will be CLOSED for REPAIRS from SATURDAY, the 3rd October, until further Notice.

A. F. CHURCHILL,
Director of Public Works.

Public Works Office,
Hongkong, 25th September, 1914. [1181]

G. R.

NOTICE.

IT IS HEREBY NOTIFIED that during the ALTERATIONS and REPAIRS to the OLD STAR FERRY WHARF, KOWLOON, the WOODEN POLICE FLEET will be RE-OPENED for the use of the Public from SATURDAY, the 3rd October, and until further Notice.

A. F. CHURCHILL,
Director of Public Works.

Public Works Office,
Hongkong, 25th September, 1914. [1182]

G. R.

TECHNICAL INSTITUTE.

EVENING CLASSES in the following Subjects will commence on MONDAY, the 5th of October:—

ENGINEERING SECTION:
BUILDING CONSTRUCTION.

FIELD SURVEYING.

APPLIED MECHANICS.

STEAM.

MACHINE DRAWING.

MATHEMATICS.

SCIENCE SECTION:

CHEMISTRY.

METALLURGY.

PHYSICS.

ELECTRICITY.

SANITATION.

FIRST AID.

COMMERCE SECTION:

ENGLISH.

FRENCH.

SHORTHAND.

BOOK-KEEPING.

TEACHERS' CLASSES FOR:
WOMEN "ENGLISH AND VERACULAR."

MEN "ENGLISH AND VERACULAR."

Students should attend at QUEEN'S COLLEGE at 6 P.M. MONDAY, 5th October, for enrolment. Copies of the prospectus and entry forms may be obtained on application to the Undersigned.

R. E. O. BIRD, M.A.,
Director.

Hongkong, 24th September, 1914. [1173]

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

[1176]

INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850)

NEW AUTUMN STOCK OF

PYJAMA SUITS

IN ALL SIZES FOR MEN.

\$4.00 to \$11.50 Per Suit.

ALL WEIGHTS—NEW DESIGNS.

"VIYELLA" SHIRTS AND PYJAMAS WILL NOT SHRINK.

SMART PATTERNS. FAST COLOURS. HARD WEARING.

WE KEEP A LARGE RANGE OF POPULAR PRICED

'SHIRTS AND PYJAMAS

ALWAYS IN STOCK.

(TELEPHONE 1741.)

LANE, CRAWFORD & Co.

INTIMATIONS

ST. JOHN'S CATHEDRAL.

MR. GEORGE GRIMBLE

will give an

ORGAN RECITAL

TO-NIGHT (TUESDAY).

THE 29th SEPTEMBER, AT 9.15 P.M.

In Aid of the

PRINCE OF WALES' FUND.

Assisted by the Choir and other Local Vocalists.

Hongkong, 25th September, 1914. [1177]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the Society will be held in the CITY HALL TOMORROW (WEDNESDAY), the 30th September, 1914, at 5.30 P.M.

W. ARMSTRONG,
Hon. Secretary.

Hongkong, 24th September, 1914. [1171]

HONGKONG CLUB

NOTICE.

THE TWENTY-SIXTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1899 issue) was held in the Club House on FRIDAY, the 19th September, 1914, when the following Debentures were drawn for Redemption:—

124	777	1119	1469	1822
208	792	1121	1482	1844
232	829	1184	1480	1887
314	873	1188	1512	1875
415	874	1192	1541	1895
422	966	1212	1561	1897
484	968	1231	1592	1907
499	978	1237	1625	1909
521	1011	1227	1695	1923
564	1012	1227	1750	1950
593	1047	1230	1799	1962
741	1050	1434	1821	1962
747	1055	1454	1821	1962

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION TO-MORROW (WEDNESDAY), the 30th September, 1914, in exchange for surrender of same.

By Order,

JAMES CRAIK,
Secretary.

Hongkong, 18th September, 1914. [1153]

KOWLOON-CANTON RAILWAY.

NOTICE.

IT IS HEREBY NOTIFIED that commencing on THURSDAY, 1st October, 1914, the Train Times to leave KOWLOON for SHUM CHUN at 8.00 P.M. will leave at 7.30 P.M. and return from SHUM CHUN at 8.45 P.M. and return from SHUM CHUN at 9.36 P.M.

For further alterations and additional Trains see latest Time-table which may be had on application at all Stations and at the Head Offices at Kowloon and Canton.

By Order,

ROBERT BAKER,
Acting Manager.

British Section,
Kowloon-Canton Railway.

By Order,

THE ADMINISTRATION,
Chinese Section,
Canton-Kowloon Railway.

Kowloon, 28th September, 1914. [1134]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East.

School-house by the sea. Recreations:—Swimming, boating, cricket, football, etc.

For terms, apply to the Headmaster, HERBERT L. BEER, L.C.P.

[1943]

PUBLIC COMPANIES

THE DAIRY FARM CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 10th October, 1914, at 12.15 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 10th October, 1914, both days inclusive.

By Order,

M. MANUK,
Secretary.

Hongkong, 26th September, 1914. [1183]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that a SCRIPT CERTIFICATE issued 22nd July, 1909, for 4 Shares numbered 5049/5052 in the above-named Company standing in the name of JOAO A DA LUZ (deceased), of Hongkong, has been lost and should the same not be produced before the 10th proximo, a new Scrip Certificate will be issued in favour of the said JOAO A DA LUZ (deceased), and no transaction taking place under the said Scrip Certificate issued 22nd July, 1909, will be recognized by the Company.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong Fire Insurance Company, Ltd.
Hongkong, 25th September, 1914. [1185]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES ORDINANCES, 1911,

and

IN THE MATTER OF THE HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE IS HEREBY GIVEN that a Petition was on the 20th day of August, 1914, presented to the Supreme Court of Hongkong by the above-named Company to confirm an alteration of the said Company's objects proposed to be effected by a Special Resolution of the Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 4th day of June, 1914, and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 30th day of June, 1914, and which Resolution runs as follows:—

"That the provisions of Association with respect to its objects be altered so as to read as follows:—

"in the Print signed by the Chairman of the Meeting for the purposes of identification."

And NOTICE IS FURTHER GIVEN that the said Petition is directed to be heard before His Honour Mr. HENRY HENRY JOHNSTON GORRETT, Acting Chief Justice of the said Court, on WEDNESDAY, the 21st day of October, 1914, at 10.30 o'clock in the day of October, 1914, and any person interested in the said Petition, or who is a Creditor, policy holder or otherwise desirous to oppose the making of an Order for the confirmation of the said alteration under the above Ordinance should appear at the time of hearing by himself or his Counsel for the purpose and a copy of the said Petition will be furnished to any such person requiring the same by the undersigned, the Company's Solicitors, on payment of the regulated charge for the same.

Dated the 21st day of August, 1914.

DEACON, LOCKER, DEACON & HARBSTON,
1, Des Voeux Road Central,
Hongkong,
Solicitors for the Company.

[1094]

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay. Calcutta. Canton. Cebu. Colon. Hongkong. Hankow. Kobe. Manila. Mexico. Panama. Peking. San Francisco. Shanghai. Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000 equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. N. S. MARSHALL, Manager.

9, Queen's Road, Hongkong, 15th September, 1914. [959]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCE BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 17,407,000 (£1,450,580)
Reserve Fund... Fl. 6,519,000 (£548,168)

HEAD OFFICE: AMSTERDAM.
HEAD AGENTS: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEGENS BANK.
SWISS BANKER.

The Bank transacts every description of Banking



NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED
MASSEUSE (with diploma in
Physiology and Anatomy), will be pleased
to give Massage, under medical supervision.
Address—**NOMURA HOTEL,**
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914.

NOTICES TO CONSIGNEES

S.S. "DEIKE RICKMERS,"
FROM HAMBURG AND ANTWERP.

CONSIGNEES are informed that their
Goods have been landed in Shanghai
at the Eastern Wharf.
No Fire Insurance has been effected.
FERD. BORNEMANN & Co
Agents.
Hongkong, 22nd September, 1914.

"MOGUL LINE" OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship **"ATHOLL,"**
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of H.K. Wharf at
Kowloon, whence and/or from the wharves
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 30th inst. will
be subject to rent.
All Claims against the Steamer must be pre-
sented to the Underwriter on or before the 14th
Oct., or they will not be recognized.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 10th inst., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents.
Hongkong, 22nd September, 1914.

TOYO KISEN KAISHA.

S.S. "SHINYO MARU."

FROM SAN FRANCISCO VIA HONOLULU,
JAPAN PORTS.

CONSIGNEES of Cargo are hereby
notified that Cargo per S.S. "SHINYO
MARU" has arrived here per S.S. "SEIYO
MARU," and to send in their Bills of Lading
for Counter-signature, and to take immediate
delivery of Cargo from alongside.
Cargo remaining undelivered on the 28th
inst., at Noon, will be landed at Consignees'
risk and expense and delivery must then be
taken from the Company's Godown.
No Fire Insurance whatever will be effected.
No Claims will be recognized after the Goods
have left the Steamer or Godown, and all Goods
remaining undelivered on the 1st Oct. will
be subject to rent and landing
charges.
All chafed and otherwise damaged Cargo to be
left on board or Godown, and examination of
same to be held on the 1st Oct., at 10 A.M.
All Claims must be filed on or before 8th
Oct., otherwise they will not be recognized.
S. MORIMOTO,
Agent.
Hongkong, 25th September, 1914.

TOYO KISEN KAISHA.

S.S. "SEIYO MARU."

FROM MEXICAN & PERUVIAN PORTS
VIA JAPAN PORTS.

THE above-named Steamer having arrived,
Consignees of Cargo are hereby notified
to send in their Bills of Lading for counter-
signature, and to take immediate delivery of
Cargo from alongside.
Cargo remaining undelivered on 23th inst.,
at Noon, will be landed at Consignees' risk
and expense, and delivery must then be taken
from the Company's Godown.
No Fire Insurance whatever will be effected.
No Claims will be recognized after the Goods
have left the Steamer or Godown, and all
Goods remaining undelivered on the 1st Oct.
will be subject to rent and landing
charges.
All chafed and otherwise damaged Cargo to
be left on board or Godown and examination
of same to be held on the 3rd Oct., at 10 A.M.
All Claims must be filed on or before 6th
Oct., otherwise they will not be recognized.
S. MORIMOTO,
Agent.
Hongkong, 25th September, 1914.

GERMANY AND HER FLEET

POSITION IN THE NORTH SEA.

[BY THE NAVAL EXPERT OF "THE GLOBE"]

In the task of building up the formidable fleet which is now endeavouring to wrest from us the command of the sea, Germany has encountered no more serious and costly obstacle than the unsuitability of her North Sea coasts for the use of a modern navy. Readers of Mr. Erskine Childers' "Kiddle of the Sands" will not need to be reminded of the intricate and treacherous shallows which fringe the whole of that coast, or of the lack of natural harbours. Twenty years ago this was a matter of comparatively small importance. Ships themselves were small, measured by present-day standards, while the Kaiser's declaration of policy, "Unsere Zukunft liegt auf dem Wasser," had not yet committed Germany to a policy of overseas naval adventure. Subsequent developments, however, and notably the advancement of the standard battleship to a displacement of 25,000 tons or more, have thrown a very considerable strain upon the German finances available for naval expansion.

To take only one instance, the Kiel Canal is used but little by large merchantmen or liners, the latter either landing their passengers at Hamburg or else putting them into tenders off the mouth of the Weser for conveyance up to Bremen. Yet only four months ago the work of widening and deepening the Kiel Canal was completed, and the cost of this work, approximately ten millions sterling, was entirely due to the growth of the battleship. The Kiel Canal confers certain strategic advantages on the German navy, since its existence compels an attacking Power to keep watch at two points, and to plan to meet an egress either from Wilhelmshaven or Brunsbüttel or from the Skager Rack. The money spent upon enlarging the canal has not figured in German naval expenditure, but there are not lacking good judges in either Britain or Germany who believe that the cutting has added the equivalent of a whole battleship squadron to the German navy.

Germany's North Sea coast is practically a succession of war stations. Emden, the most easterly of her ports, is usually regarded as a peaceful commercial station; but it is the nearest of all German ports to England, and the fact has not been overlooked. During the last few years the martial aspect of Emden has been greatly developed. Along the right bank of the estuary of the Ems there have been constructed a mile and a half of quays, and although this may sound innocent enough for a commercial community there are other things to be taken into consideration. In the British service these wharves are invariably referred to as "embarkation quays," and the reason is that the barracks accommodation in the town has been very largely increased, while the railway communications with the military centres have been doubled.

Further, moorings for a number of torpedo-craft have been laid in the river, and although a flotilla is not ordinarily stationed there it is obvious that any number could be transferred from Wilhelmshaven, steaming either behind the Frisian Islands or through the Ems-Jade Canal, connecting the two places, which is believed to have been enlarged quite recently so as to admit the easy passage of torpedo-craft. Emden is frequently referred to as Germany's "sally port," because of the advantages offered by its wharves and its nearness to our coasts for the despatch of a raiding force. Emden itself is probably strongly fortified, but its main fixed defences are on the island of Borkum, which lies right across the estuary. The Borkum garrison, or the bulk of it, is normally accommodated in Emden, but surprise orders have frequently demonstrated the celerity with which the defences can be fully manned.

Wilhelmshaven is the most important German naval station in the North Sea, and as regards its docking accommodation, and the number of workmen it employs, is now ahead of Kiel. It is approached by a very narrow channel leading down through the dunes, and these are very heavily protected by guns mounted in sunken emplacements among the sand hills. It should be mentioned here that the coast defences of Germany are under the control of the Admiralty—a much better arrangement than exists on this side of the North Sea, where the shore guns and searchlights are attended to by the Army. However, a step in the right direction has been taken at Cromarty, where the recently completed defences are manned by Royal Marines; and if one may diverge a little further, it may be remarked that we were very fortunate in placing the whole of the Cromarty defence works from start to finish, in the hands of the Navy, by whom they were completed last May—two years in advance of the date promised by others who were invited to undertake the work.

At Wilhelmshaven there are four docks capable of accommodating ships of the Dreadnought type; and it is rather unfortunate in this connection that we have only one on the North Sea littoral. This is the floating dock at Sheerness. Three others are under way at Rosyth, and there is one on the Tyne, privately owned, which can take a Dreadnought if she is lightened so as to reduce her draught of water. Opposite Wilhelmshaven, at the mouth of the Weser, is the new torpedo-craft base at Bremerhaven. In normal circumstances no warships are based here; but it is Germany's policy in war to get every available torpedo-boat or destroyer into the North Sea, and to distribute them as widely as the attenuated nature of the coast-line allows. At Bremerhaven, therefore, there are arrangements for the berthing of a flotilla of destroyers. Germany has eleven dozen of these vessels, most of which are in the North Sea; and as two or three, periscope boats, are efficiently mother them in war, Bremerhaven has been developed for this purpose. Just above Bremerhaven, on the Weser, is the port of Geestemünde, which Bismarck desired to make a naval base in place of Wilhelmshaven, because it could be connected by canal directly with Hamburg and with the Brunsbüttel exist from the Kiel Canal. Still further up the estuary stands Bremen, the second commercial port of the German Empire. It is interesting from a naval point of view, because all the German battle cruisers

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now in service, including the *Goeben*, were built there by Messrs. Blohm & Voss.

Working eastwards the next German naval port is Cuxhaven, at the mouth of the Elbe. This is the headquarters of the submarine mining department of the German Navy, and here are based the two regular mine-layers, *Nautilus* and *Albatross*, and the older and small warships which have been fitted out as mine-sweepers. It is understood that there is a submarine station at Cuxhaven, but neither this nor Germany's strength in these craft can be stated with certainty. Higher up the Elbe, at Hamburg, we find an airship station and also the Vulkan (not Vulkan) Shipbuilding Company, who have built several Dreadnoughts for the German Navy and who recently came into prominence for having acquired the right to build a shipbuilding and repairing yard near Rotterdam. Germany's only other naval base on the North Sea coast is at Brunsbüttel, at the entrance to the Kiel Canal. The writer is unable to say how far the works here have proceeded, but in 1908 work was in progress with the object of making a great coal and oil depot at this place, and also of constructing two docks for ships of the Dreadnought type.

Mention has already been made of the development of Borkum as a feature in the defence of the German coasts, and there are two other islands which remain to be mentioned. Sylt, off the coast of Schleswig, has had a harbour for torpedo-craft created on its eastern side. It is of the same status as our own base at Scapa Flow—that is, it is not the permanent base of a torpedo flotilla, but is fully equipped to act as such. It will be seen from what has already been said that the German coast is well defended so far as torpedo-craft are concerned, with bases at Emden, Wilhelmshaven, Bremerhaven, Cuxhaven, and Sylt; but there is still one other place to be considered, namely, Heligoland. This island was ceded by us to Germany in 1891, and although it might not have been of great use to us in the present state of affairs, it is certainly regarded by Germany as an asset of the utmost importance. Composed of friable stone and clay, it has been thoroughly armoured with steel and cement at a cost which was estimated a few months ago by a German Radical journal at £3,000,000.

This armour has been submitted to severe tests at the hands of German battleships, with results which are reported to have proved the practical invulnerability of the island to shell fire. Within the last twelve months a harbour for torpedo-craft has been completed on what is known as the "Laternen" or low-lying part of the island, and a disappearing airship shed has also been erected. The fortifications are believed to be formidable, and it has often been claimed in Germany that the guns "protect" the approaches to both the Elbe and the Kiel Canal. This, however, is not the case, since the island is so far from the coast that there is not the slightest reason why any ship approaching, say, Brunsbüttel, should pass within the range of Heligoland's guns. Torpedo-craft based on the island might be able to do some damage for a time, but Heligoland must ultimately fall to the stronger sea Power. If this should prove to be one of the main results of the war—if Heligoland should fall into the hands of Britain—we may be certain that the German flag will never again float over it, a circumstance for which the inhabitants will be devoutly thankful. From a war point of view the island would be of little use to us, but we shall hardly be able to allow it to remain in the hands of Germany.

"THE KING'S SHILLING."

An interesting story is related by a Home paper in connection with the recruiting in England. A young fellow went to the Yeovil (Somerset) Railway Station to witness the departure of a number of recruits. Bidding his friends good-bye, he casually remarked, "I wish I was coming too." His observation was heard by the Recruiting Sergeant, who asked him if he was in earnest. "Oh, yes," he answered, "I shouldn't mind if there was any chance." The Mayor, who happened to be on the platform, was hastily approached, and, borrowing a Bible from the bookstall, swore the young man in on the platform before a number of interested onlookers, who heartily cheered him after the ceremony. A few minutes later he was on his way to serve his country.

LAYING MINES.

NATIONAL RESPONSIBILITIES.

The Hague Convention, with its counsel of perfection, dealt with the subject of mine laying by the 8th Convention of 1907, which reads as follows:—

(1.)—To lay unanchored automatic contact mines, unless they are so constructed as to become harmless one hour at most after the person who laid them shall have lost control over them.
(2.)—To lay anchored automatic contact mines, which do not become harmless as soon as they have broken their moorings. To use torpedoes which do not become harmless when they have missed their mark.
(3.)—It is forbidden to lay automatic contact mines off the coasts and ports of the enemy, with the sole object of intercepting commercial shipping.

Article 2.—It is forbidden to lay automatic contact mines off the coasts and ports of the enemy, with the sole object of intercepting commercial shipping.

The belligerents undertake to provide, as far as possible, that these mines shall become harmless after a limited time has elapsed, and in the case where they cease to be under observation, to notify the danger zones, as soon as military exigencies permit, by a notice to shipping, which must also be communicated to the Government through the diplomatic channel.

Article 4.—Refers to neutral Powers.
Article 5.—At the close of the war the contracting Powers undertake to do all that lies in their power to remove the mines which they have laid, each removing its own mines. As regards anchored automatic contact mines laid by one of the belligerents off the coasts of the other, their position must be notified to the party by the Power which laid them, and each Power must proceed with the least possible delay to remove the mines in its own waters.

One would suppose, says a writer, that these articles represent the bare minimum of restraint on belligerents, but Article 6 comes along and largely cancels even the tenuous protection of the previous articles. By it the contracting Powers which do not at present own perfected mines of the description contemplated in the present Convention, merely undertake to convert their mines to the required standard as soon as possible, thereby implicitly retaining the right to ignore these rules until such conversion takes place as soon as possible being a polite synonym for the Grecian Kalends.

To add to the horrors of war, both Germany and France reserved their consent to Article 2, and the effect of this, of course, is that any nation that has for an enemy either of these great Powers even though it has given in its adhesion to the Convention is released from the obligation of merely undertaking to convert their mines to the required standard as soon as possible, thereby implicitly retaining the right to ignore these rules until such conversion takes place as soon as possible being a polite synonym for the Grecian Kalends.

Great Britain, anxious to accept anything which marks a step in the right direction, at the same time formally declared that the mere fact that this convention does not prohibit a particular act or proceeding must not be held to clear his Britannic Majesty's Government from contesting its legitimacy. The contention of Great Britain is that belligerents should be prohibited from using unanchored mines at all, and also anchored mines except in their own or the enemy's territorial waters, and within

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10 miles of their fortified forts. If as the result of Germany's action, there occurs some calamity to the United States mercantile marine comparable to the Titanic disaster, one ventures to say that Washington will speak in no uncertain tones, and, if necessary, back up its representations with the only argument that the "outer peoples" recognize—and we may yet see the armadas of the New World take station by the battle fleets of Britain.

A CAMP SONG.

SUNG BY WELLINGTON'S MEN.

God of battles, God of England
Be as Thou hast been before;
Guard us as we form and muster,
Lead us as we march to war;
Thus believing, thus achieving,
This our watchword still shall be,
"England's sons are faithful soldiers
True to England, true to Thee!"

[From a Camp song of Wellington's men.]

SEQUEL TO A JOKE.

A GRUESOME SNAKE STORY.

A gruesome story appears in one of the Home papers. It is as follows:—It was discovered by certain officers that a newly-joined comrade had a peculiarly keen horror of snakes. So they arranged that a dead cobra should be put in his bed while they kept him up late the verandah of their quarters telling terrifying snake stories. When the young man, his nerves well weakened to feel the full force of a shock, "turned in" his feet touched the dead cobra, and his scream brought up all his "comrades," who jeered at him as a coward for being afraid of a dead snake. The next night the boy went to bed and felt another snake at his feet. But he took no notice of it, thinking it a feeble dish-up of the previous night's "joke." It was a live cobra, and it killed him! The officers had forgotten what most men in India remember—that is, that one cobra will always find its way to where another has recently been.



THE WAR.

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OF CANAL	ORIENTAL Capt. A. L. Valentini	Noon. 10th Oct.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR Capt. A. Collyer	About 10th Oct.	Freight and Passage.
SHANGHAI	MALTA Capt. G. W. Cockman, R.N.R.	About 13th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NELLORE and YOKOHAMA	NELLORE Capt. J. Gaunt, R.N.R.	About 17th Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

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For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th September, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"KAIFONG"	On 30th Sept. 10 A.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 30th Sept. 4 P.M.
SHANGHAI	"ANHUI"	On 1st Oct. 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 2nd Oct. 4 P.M.
SHANGHAI	"LIANGCHOW"	On 4th Oct. 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 4th Oct. 4 P.M.
BANGKOK via SWATOW	"CHIHLI"	On 7th Oct. Noon.

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Hongkong, 29th September, 1914

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VIA MANILA.

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STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	...	On 30th Sept. 10 A.M.
EASTERN	...	On 9th Oct. 10 A.M.
ALDENHAM	...	On 30th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

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SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. B. Hodgins	TUESDAY, 29th Sept. at 1 P.M.
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 2nd Oct. at 1 P.M.
"HAIHING"	Capt. W. C. Pasmore	TUESDAY, 6th Oct. at 1 P.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 30th Sept. at 1 P.M.
		SUNDAY, 4th Oct. at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

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Hongkong, 29th September, 1914.

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CHIYO MARU	22,000—21 knots	TUES., 20th Oct.
TENYO MARU	22,000—21 knots	SATUR., 14th Nov.
FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS) £120.
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King's Building.

TELEPHONE 291.

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FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CHICAGO MARU"	K. Hori	THURSDAY, 1st Oct. at 4 P.M.
"CANADA MARU"	H. Yamamoto	WEDNESDAY, 14th Oct. at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"MALAY MARU"	K. Sukawa	Middle of October.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KALJO MARU"	Y. Yamamoto	THURSDAY, 1st Oct. at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DALIN MARU"	K. Murakami	SUNDAY, 4th Oct. at Noon.
"DAIGI MARU"	S. Tokushige	SUNDAY, 11th Oct. at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHO MARU"	K. Hattori	WEDNESDAY, 30th Sept. at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

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DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. S. Wade	16,000	WEDNESDAY, 7th Oct. at 10 A.M.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SUWA MARU Capt. Murai	15,700	WEDNESDAY, 21st Oct. at 10 A.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHIDZUOKA MARU Capt. Deguchi	12,500	TUESDAY, 6th Oct. at Noon.
CALCUTTA via SINGAPORE, PENANG and BANGKOK	TAMBA MARU Capt. Nagasawa	12,500	TUESDAY, 20th Oct. at Noon.
BOMBAY via SINGAPORE and COLOMBO	TANGO MARU Capt. Sekino	9,600	TUESDAY, 29th Sept. at 9 A.M.
KOBE	NIKKO MARU Capt. R. Takeda	9,800	WEDNESDAY, 21st Oct. at Noon.
SHANGHAI and KOBE	TOSA MARU Capt. Yoshikawa	12,000	SATURDAY, 3rd Oct.
NAGASAKI, KOBE and YOKOHAMA	KIRIN MARU Capt. Nakamura	5,000	TUESDAY, 29th Sept.
KOBE and YOKOHAMA	JINSEN MARU Capt. Torada	5,000	THURSDAY, 1st Oct.
	SANUKI MARU Capt. Dale	12,500	TUESDAY, 29th Sept.
	HITACHI MARU Capt. Sato	12,500	FRIDAY, 9th Oct. at 11 A.M.

Fitted with New System of Wireless Telegraphy.

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SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
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1st Class	\$135	\$122	\$108	\$95
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[8-9-11]

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"ORIENTAL" leave YOKOHAMA	COLOMBO.	SHANGHAI	HONGKONG	to MARSEILLES and LONDON	MARSEILLES	PLYMOUTH
		6 p.m. Tues.	Noon Satur.		LES	(London 1 day later)
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 26
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The fares to London and Marseilles are as follows:—						
LONDON						
1st Saloon	"A"	Accommodation	Single	£55.	Return	£97.
	"B"	"	"	£39.	"	£85.
2nd Saloon	"A"	"	"	£44.	"	£86.
	"B"	"	"	£40.	"	£80.
MARSEILLES						
1st Saloon	"A"	Accommodation	Single	£51.	Return	£91.
	"B"	"	"	£35.	"	£63.
2nd Saloon	"A"	"	"	£42.	"	£63.
	"B"	"	"	£38.	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NOT-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'ERLIE	Due at LONDON
NAMUR	about	about	about	about	about	about
NELLORE	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
SCICLIA	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 8
NAGOYA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single: £75 Return, 2nd Saloon £35 Single: £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single: £63 Return, 2nd Saloon £33 Single: £46 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 1%.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

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